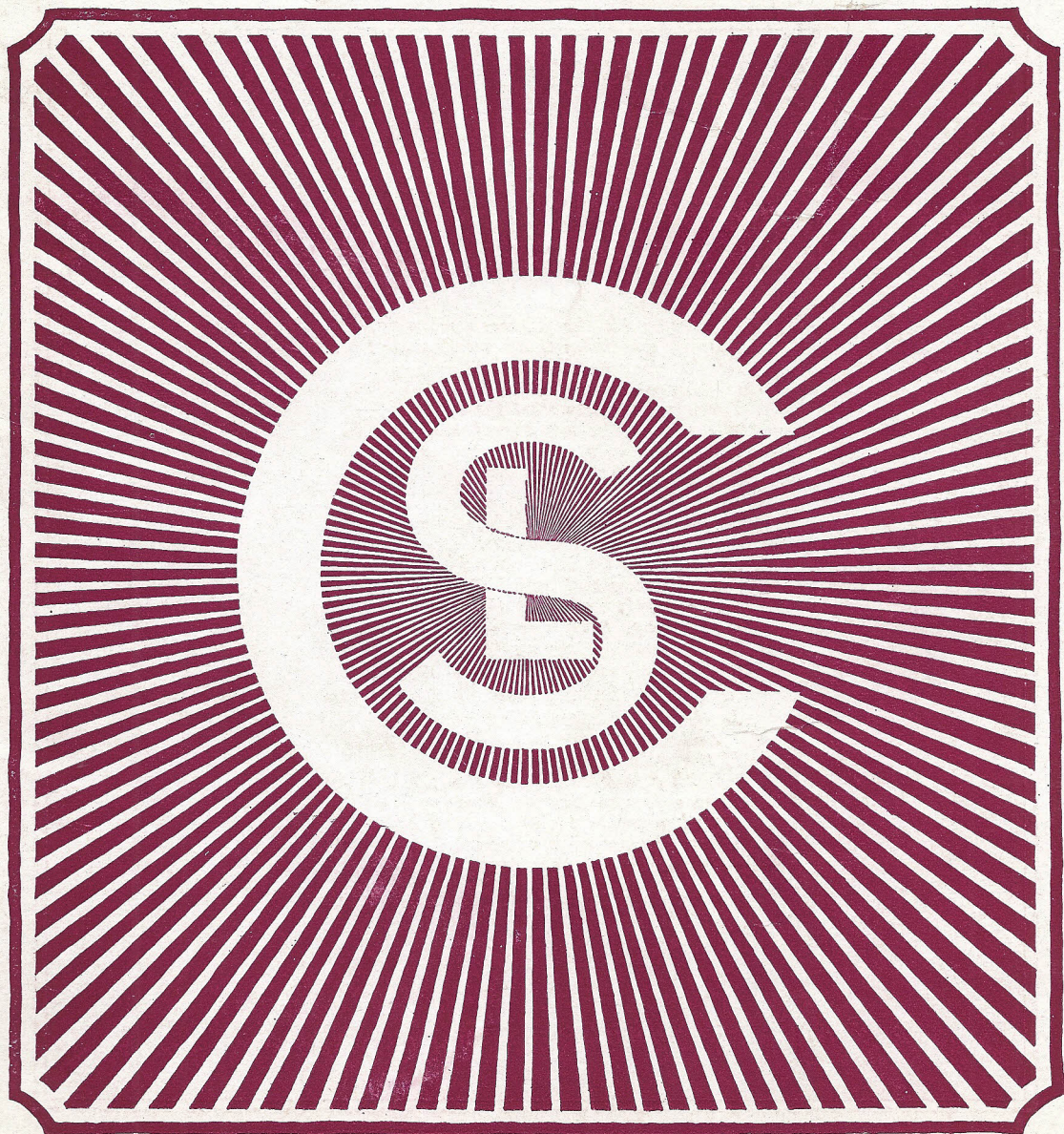


SURFACE SERVICE MAGAZINE

VOLUME 1

NOVEMBER, 1924

NUMBER 8



*"He is the benefactor of
mankind who makes two
grins grow where there was
only a grouch before."*

Pass Your Smile Around

*When you hit the job each morning,
Bring something that's worth while;
Besides your good intentions,
Bring a cheerful little smile;
Then you'll surely start the day right—
For it always has been found,
That we like to meet the fellow
With a smile to pass around.*

*If you've got a "grouch" from last night,
Forget to bring it down;
If you can't let in the sunshine,
Don't bring that awful frown.
Don't simply nod your head and pass,
Speak up, you'll like the sound—
"Good morning to you, So and So,"
Then pass your smile around.*

*Just use your appreciation
And think how you would feel,
If the other fellow met you
With a look as cold as steel;
Keep a few smiles ever handy,
And your heart with joy will bound,
When you see each reflecting,
The smile you passed around.*

—FRANK A. COLLINS, in *Forbes Magazine*
(N. Y.)

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 1

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HARVEY BROWN FLEMING

Chief Engineer Chicago Surface Lines

Harvey Brown Fleming, one of the conspicuous figures in the activities of the Surface Lines, was born at Newburgh, N. Y., in 1873, and after some early engineering experience with T. S. Maxwell & Co., shipbuilders of Newburgh, went to St. Louis. There he graduated from the Washington University with an A. B. degree. A post-graduate course with J. D. Johnson at the U. S. Testing Laboratory followed, after which he became an assistant engineer in the St. Louis water department. His first experience in street railway engineering was obtained with the St. Louis Transit Company.

Twenty-four years ago he came to Chicago and became identified with the Engineering department of the Chicago City Railway Company, rapidly rising to the position of Chief Engineer. In 1914 following the unification of the Chicago Companies Mr. Fleming was made Chief Engineer of the Surface Lines. He is a member of numerous engineering societies and is a recognized authority on every phase of his profession.

Know Your Own Company

The Treasurer and Secretary Open the Season With a Successful Evening

The Club House was not large enough to hold the audience on Wednesday night, October 15, when "Finance, Facts and Follies" was on the program for the first of the season's "KNOW YOUR OWN COMPANY" nights. Everybody wondered what Treasurer Orde and Secretary Hoffmann could devise in the way of entertainment and the program which was presented was both a surprise and a delight to the audience that crowded the hall.

Malloy, as a black-face janitor, opened with a monologue with appropriate references to the business of the office and some reminiscences of his experience as a soldier. With the arrival of the principals of the Department, there was presented a view of the Department in full operation in the handling of pay rolls. Fred Sohm in the role of a visiting efficiency expert in an interview with Mr. Morton furnished an opportunity for the presentation of detailed facts bearing



SURFACE SERVICE has taken the liberty of combining two communications received by the Editor from two members of the audience who felt that the occasion would justify their volunteer efforts as reporters and critics of the entertainment. After the introductory "How Do You Do" by what was designated on the program as the "voiceless quartet," Treasurer Orde gave a comprehensive review of facts and figures relating to his Department, accentuating the high points with lantern slides with concisely worded statements indicating the magnitude of the financial operations of the Companies. This was followed by a sketch in which a working reproduction of Treasurer's office was presented—all of the employees of the office being cast for their every-day parts. Mr. H. J.

upon the handling of daily receipts in a very clear and entertaining manner. Advantage was taken of the opportunity for some local hits in matters relating to the activities of other departments in providing pay roll data and the good-natured thrusts were received with appreciative laughter by the victims and their associates in the audience.

While the stage was being set for the following sketch, Mr. A. F. Andresen appeared and confided to the audience that he had been directed by Mr. Orde to address them for fifteen minutes with specific instructions that he was to say nothing that by any chance could have any sense. The 15-minute monologue which followed was one of the wittiest and cleverest contributions that have been made to Company Night programs.

His remarks at times were accompanied by cartoons thrown upon the screen, the explanatory comment on the pictures keeping his hearers in gales of laughter. His diagram showing the course of the delivery crew taking a supply of tokens to the Boston Store with due regard to the "No Left Hand Turn" traffic regulation fairly brought down the house. In the language of the theatrical world Gus "stopped the show."

A "Dream of 1927" showing the Treasurer's office of the "Chicago Municipal Street Railway" offered an opportunity for the introduction of impressive suggestions as to the possibility of political graft, favoritism and inefficiency under certain types of politicians. Fortunately, this all turned out to be a bad dream suffered by Mr. M. V. Morton, who appeared much relieved when he discovered that affairs had not gone to the bow-wows.

There were musical contributions rendered by Miss Maude Jeffrey, Messrs. Morton, Raniere, Andresen, Malloy and the full chorus of the cast.

Treasurer Orde and Capt. U. G. Lee, who stage-managed the entertainment and to whose efforts the success of the sketches were largely due, were warmly congratulated for the informative and entertaining character of the program.

INDIFFERENCE

Human Life should not be cheap.
But it is.

Our indifference has made it so.

Indifference causes an appalling waste of human life in America.

Our national indifference, according to Victor T. Noonan of Chicago, who, a few days ago, addressed the Association of Commerce here on the subject of "What Is the Value of Life" is worse than typhoid fever, dynamite and fire combined.

Mr. Noonan, supervisor of accident prevention for the Chicago Surface Lines, who is a member of the Chicago Safety

Commission, ought to know whereof he speaks.

More than 75,000 persons were killed in accidents in the United States during 1923, according to Mr. Noonan. Of this number 45,000 were children.

Mr. Noonan says that fifteen years of experience has taught him that the greatest cause of all accidents in America is indifference.

This authority seems to take high ground when he says:

"I say to you, slow up in your living. Don't live so fast."

No nation on the globe is so careless of its humanity as we are here in America. In all conscience it is time to stop, think, and cut down the toll of life and property destroyed by accidents.—(Editorial from Joliet, Illinois, Sunday *Herald-News*, October 19, 1924).

SIGNIFICANT FIGURES

The Street Car Companies of the United States in 1923 carried 16,000,000,000 passengers.

Mobilized into an army, four to the column, would extend 6,060,606 miles.

This army would encircle the globe 242 times at the Equator.

Marching at 4 miles per hour would take 173 years or until the year 2097 A. D. to pass in review.

The Chicago Surface Lines in 1923 carried 1,461,277,888 passengers.

Mobilized in an army, four to the column (8 foot spacing) would extend 553,514 miles.

This army would encircle the globe 22 times at the Equator.

Marching at 4 miles per hour would take about 16 years or until 1940 to pass in review.

Dx.

Attention Railbaiters

A railroad has to haul a ton of freight 48 miles to earn enough money to buy a pint of ink; 115 miles to buy a monkey wrench; 75 miles for a cross-tie; 3350 miles to pay a freight train crew for a day's work, states Dr. David Friday, Statistician of National Transportation Institute.

Accident Prevention Meetings

Trainmen's Series Opens With Enthusiasm—Schedule of Coming Sessions

The second course of Accident Prevention Meetings for trainmen began November 5th at Division No. 1, Cottage Grove. Meetings were held at Burnside and 77th street on November 6th and 7th. Below is a schedule of the Accident Prevention Meetings which will be held in all the other divisions.

The first meetings held at all stations during January, February and March last, were splendidly attended. Those meetings were remarkable because of the fine enthusiasm and interest shown by all the trainmen who attended. At those first meetings strong emphasis was made by Mr. Noonan in his talks on "The Value of Human Life." He drove home the very best reasons for saving life and in particular the saving of the lives of our own trainmen.

That the Accident Prevention meetings held early in the year have produced results beyond expectation is evident from the reduction in the number of fatal accidents that have occurred during the year.

In the first nine months of 1924 there were twenty-seven fewer fatal accidents reported as compared with the first nine months of 1923.

During the year 1923 fourteen employees were killed. Up to October 22nd the total number of employees killed this year was five, and if this record is kept up until December 31st, it will make a noticeable reduction in the saving of human life in this organization.

In the first nine months of our Accident Prevention work twenty-seven human lives have been saved. We do not know who they were, how they were saved or where they were saved from death—all we know is that there have been that number of fewer fatal accidents.

This magnificent record has been ac-

complished through the splendid co-operation of all of our trainmen.

At the Accident Prevention meetings, which will be held at all stations, Mr. Victor T. Noonan, Supervisor of Accident Prevention, will speak. His message will be one well worth hearing, because, like all of his talks, there will be much inspiration for those who hear him.

Every trainman who has at heart the Saving of Human Life and who values his own life should make it a point to attend the Accident Prevention meeting at his own station, either in the afternoon or in the evening. We are confident that the trainmen in this organization will once more prove their own unselfishness and their deep interest in the great work of Saving Life, by a large attendance at all the meetings.

Mr. Noonan's topic at the meetings will be: "The Greatest Business—Is the Business of Living."

SCHEDULE OF ACCIDENT PREVENTION MEETINGS AT CAR STATIONS

Depot	Date	Time
69th	Nov. 10	2:30 P. M. & 7:30 P. M.
Archer	Nov. 12	2:30 P. M. & 7:30 P. M.
Blue Island	Nov. 13	2:30 P. M. & 7:30 P. M.
Lawndale	Nov. 14	2:30 P. M. & 7:30 P. M.
Kedzie	Nov. 17	2:30 P. M. & 7:30 P. M.
North. Ave.	Nov. 18	2:30 P. M. & 7:30 P. M.
Armitage Ave.	Nov. 19	2:30 P. M. & 7:30 P. M.
Division	Nov. 20	2:30 P. M. & 7:30 P. M.
Elston	Nov. 21	2:30 P. M. & 7:30 P. M.
Noble	Nov. 24	2:30 P. M. & 7:30 P. M.
Lincoln	Nov. 25	2:30 P. M. & 7:30 P. M.
Limits	Nov. 28	2:30 P. M. & 7:30 P. M.
Devon	Dec. 1	2:30 P. M. & 7:30 P. M.

Accident Prevention meetings for other departments will be held early in the new year.

As The Coroner Sees It

Just to wait for a train,
Always gave him a pain;
He tried to cross first—
To his sorrow.
But the train was too fast,
And he didn't get past—
They're having his funeral
Tomorrow.

—Washington Star.

Works Hard and Wants No Vacation

An Intelligent Machine Performs Wonders in the Auditor's Office

A combined bookkeeper, auditor and file clerk in Mr. Duck's office does more every day than a score of clerks could do, never has a blue Monday or a headache, never takes a day off and doesn't even lose a grandmother on the day the team plays at home.

total fares, half fares and tickets, and the station readings of the fare box, coin and ticket dials or overhead register, it can be seen that the task is no light one.

The machine works by a card punch system. Under the headings, "Money, Day, Line No., Box No., Coin, Half



THE PUNCH ROOM

That doesn't sound human, of course, and it isn't. No human being could be so perfect. This combination of excellencies is a machine.

It is called the Powers accounting machine, but the name doesn't begin to give an idea of all the things it can do.

With it, six operators compile information on the trip sheets turned in daily by Surface Lines conductors, total receipts, balance conductors' reports with the money turned in and sort the trip sheet information by car lines.

When it is considered that some 5,000 of these trip sheets must be handled every day and that from each must be compiled such information as the conductor's badge number, the line number,

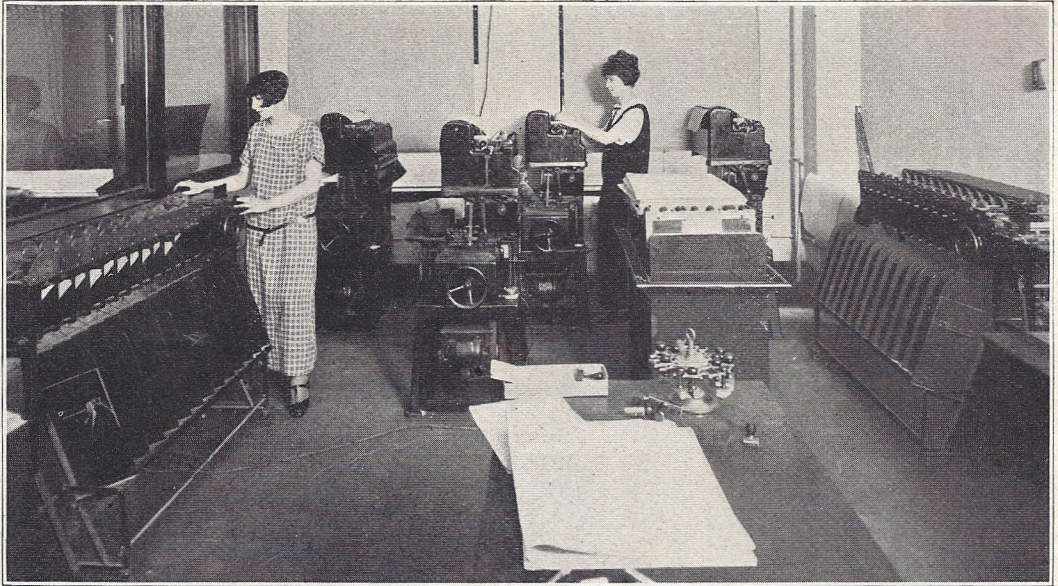
Fares, Tokens, Coin Register, Token Register" are numerals from 0 to 9. The cards are placed in a punching machine and an operator punches out the figures to correspond with the numbers on the trip sheets. This is done by car lines.

The cards are then stacked up and put in an automatic sorting machine, which sorts them by register numbers, the sorting being done by plungers fitting into the punched holes and dropping the cards in their proper places.

They then go to a tabular printer, which also works automatically, tabulating earnings by car lines and by register number. As the plungers find the punched holes the corresponding numerals are printed. Special cards in a simi-

lar manner work the spacing and total-
ling levers for additions.

month and that without the machine it
would be impossible to keep up with the



THE SORTING MACHINES

It's all very simple, when you know
how it's done.

work unless a large addition were made
to the office force.

R. E. Eddy, who has had charge of

The complete equipment consists of

FARE AND REGISTER CARD													
Date 11/12 Monday	Line No.	Register No.	Badge No.	Cash Turned in	Full Fares	Tokens	Half Fare	Receiver's Cash	Receiver's Tokens	Register Difference			
1030	0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
1	1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2	2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2
3	3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3	3 3 3 3 3 3	3 3 3 3 3 3	3 3 3 3 3 3	3 3 3 3 3 3	3 3 3 3 3 3	3 3 3 3 3 3
4	4	4 4 4 4	4 4 4 4	4 4 4 4	4 4 4 4	4 4 4 4	4 4 4	4 4 4 4 4 4	4 4 4 4 4 4	4 4 4 4 4 4	4 4 4 4 4 4	4 4 4 4 4 4	4 4 4 4 4 4
5	5	5 5 5 5	5 5 5 5	5 5 5 5	5 5 5 5	5 5 5 5	5 5 5	5 5 5 5 5 5	5 5 5 5 5 5	5 5 5 5 5 5	5 5 5 5 5 5	5 5 5 5 5 5	5 5 5 5 5 5
6	6	6 6 6 6	6 6 6 6	6 6 6 6	6 6 6 6	6 6 6 6	6 6 6	6 6 6 6 6 6	6 6 6 6 6 6	6 6 6 6 6 6	6 6 6 6 6 6	6 6 6 6 6 6	6 6 6 6 6 6
7	7	7 7 7 7	7 7 7 7	7 7 7 7	7 7 7 7	7 7 7 7	7 7 7	7 7 7 7 7 7	7 7 7 7 7 7	7 7 7 7 7 7	7 7 7 7 7 7	7 7 7 7 7 7	7 7 7 7 7 7
8	8	8 8 8 8	8 8 8 8	8 8 8 8	8 8 8 8	8 8 8 8	8 8 8	8 8 8 8 8 8	8 8 8 8 8 8	8 8 8 8 8 8	8 8 8 8 8 8	8 8 8 8 8 8	8 8 8 8 8 8
9	9	9 9 9 9	9 9 9 9	9 9 9 9	9 9 9 9	9 9 9 9	9 9 9	9 9 9 9 9 9	9 9 9 9 9 9	9 9 9 9 9 9	9 9 9 9 9 9	9 9 9 9 9 9	9 9 9 9 9 9
1	2	8 5 4	5 6 7 8	9 10 11 12	13 14 15 16	17 18 19 20	21 22 23 24	25 26 27 28	29 30 31 32	33 34 35 36	37 38 39 40	41 42 43 44	45

CHICAGO SURFACE LINES

A RECORD CARD AFTER PUNCHING

the machine since its installation in 1921,
says that 340,000 cards are used each

two sorters, three tabular printers and
six punches.

Granted

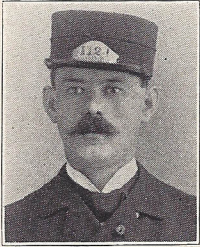
Wife (in a huff): "Oh, you needn't think
you're so wonderful. The night you proposed
to me you looked absolutely silly."
Hubby: "A coincidence. The fact is I was
absolutely silly."

Taking His Shop Home

Wife—I wish you wouldn't bring your busi-
ness home with you.
Hardware Dealer—I don't.
Wife—Yes, you do; you even bolt your food.
—Good Hardware.

A Record Hard to Beat

Conductor Levighn and Motorman O'Connell Working Together for Seventeen Years



CHARLEY LEVIGHN
IN 1893

This is a crew running out of Division street depot that has worked together continuously for seventeen years. That in itself is unusual and perhaps the record on the system. But the remarkable records of these men are worth more than a passing notice.

Conductor Levighn, or "Diamond Charley," as he is known all over the north-west side, has thirty-three years' service to his credit. His hobby is collecting very fine cut diamonds. He always wears

three times; has never been "laid off," or called in for failing to collect fares. If you ask Charley why he always "picks" with Maurice O'Connell (the motorman with the smile), he will tell you, "Because he is the best motorman that ever ran a car." Well, Maurice ought to know something about the business, as he came to work in 1881, just forty-three years ago. He worked Madison street horse cars in 1882; was one of the first gripmen on Madison cable, and both had one of the twelve runs that opened Western avenue from 12th street to Milwaukee avenue when it changed over to electricity, about a three-and-a-half-mile run. They have been working on Western avenue ever since. It is an eighteen-mile trip from Howard avenue to 71st street.

Everybody along this line knows these men. Although Maurice is over sixty years old, he challenges any car man to compete with him in the jig, reel or horn-pipe dance. Conductor Levighn tells of being the conductor on the trial trip of the first big Philadelphia double-truck Brill car purchased by the Chicago Railways Company. All the passengers on this trip have since died—Mr. J. M. Roach, Mr. Robert Hertzog, Mr. Charles Caul, and Mr. F. T. Bridges, then superintendent of the West shops. The car was too wide for the 12th St. Viaduct and became wedged. It required the help of two wreck-wagons to pull it out. Charley tells of being the conductor on the Special Car "Sunbeam" when Mr. Roach took Cornelius Vanderbilt over the lines. Both Charley and Maurice are bachelors and both supported their mothers until the time of their passing away seven and ten years ago.

Is there any other crew on our system who can match this record?



CONDUCTOR LEVIGHN AND MOTORMAN
O'CONNELL

some stones, which habit has earned for him his nickname. During his thirty-three years' service he has "missed" only

It is not what happens to you but the way you take it that shows what kind of a man you are.—Lloyd George.

Importance of Making a Will

What Everyone Should Know About This Serious Subject

Everyone who has even a small amount of money in bank or who has managed to provide his family with a home should see that his family is protected by the making of a will. The importance of such action and the troubles and delays that accrue when one passes on without having made a will are forcibly presented in a recent issue of the *Bell Telephone News* from which we quote the essential parts:

So many people have, by systematic saving, gathered together a little money in the bank, or acquired a home that it is important that they clearly understand the necessity of making some provision for the disposal of this property upon their death. What is the proper thing to do? Many a man feels that he has not sufficient property to warrant making a will. As a matter of fact, a man in moderate circumstances cannot afford to die without a will or some arrangement for the disposal of his property after his death.

The following case, while purely fictitious, is typical of many that are constantly happening indicates the necessity of making the proper disposition of one's property.

John Jones and his wife, Mary, with their two minor children, have been living happily together, and by their joint efforts through many years, have managed to place some money in the bank and buy a house and lot. Thinking of the future, Mr. Jones had taken out insurance before his marriage, making it payable to his "estate."

One day on the way to work, Mr. Jones is struck by an automobile and instantly killed. During the trying days following the funeral, Mrs. Jones is comforted by the thought that the money, the insurance, the real estate, and the stock that she, together with her husband, had worked so hard to save for use against a rainy day, will allow her to live somewhat as she has always done in her husband's lifetime, until the children are old enough to help her in her old age.

When the grocer and the undertaker called to present their bills, Mrs. Jones went to the bank, thankful for their economy that allowed her to have a fund against such an emergency, but the bank told her that the money was not hers, even though Mr. Jones had always intended her to have it, and that they could not pay the money to her until she had been appointed administratrix of the estate by the Probate Court.

So with the insurance company. The money was not payable to Mrs. Jones but to her husband's estate. While the company was willing and prided itself upon its prompt payment, it could only pay it to the administratrix of the estate.

Mrs. Jones then went to a lawyer. To her

surprise, she was then informed that she did not own the money, the real estate, or the stock, or have the right to the insurance money; that her husband having died without a will, the law said that all of his property would first have to be used to pay the creditors, and that then the money and the stock would belong one-third to her and two-thirds to the children, and that in the real estate she would have a life interest in one-third and the balance would belong to the children; that even this one-third she would, in all likelihood, be unable to obtain until a whole year had elapsed after she had been appointed administratrix; that, as the children were minors, they could not sell it themselves or even receive it from their mother as administratrix; that a guardian would have to be appointed for them to act until they were of age, with lawyers' and guardian's fee and court costs using up a considerable part of the property that would eventually belong to them. Furthermore, before Mrs. Jones could be appointed administratrix, she would have to give a bond in twice the amount of the personal estate, and in about the same sum before she could be appointed guardian. If she did not have friends who were owners of real estate worth this amount and willing to act as the sureties on the bond (sometimes a difficult thing to find), she would have to go to a surety company who would act for her, but only for a price, relatively small, but many times the amount any reputable lawyer would have charged for drawing a will.

Now, what should Mr. Jones have done, as a duty to his wife, who not only contributed so much to his happiness, but had actually herself saved part of the property that Mr. Jones left at his death?

First of all, the insurance ought to have been made payable to his wife. Immediately upon his marriage, Jones should have changed the beneficiary, a procedure which the insurance company would have been glad to undertake and which would have cost him nothing. His widow, then, would have had money, and had it immediately, without any possibility of the money going to those to whom Mr. Jones was indebted at the time of his death, people who, by no stretch of the imagination, could have been intended as the beneficiaries of the insurance policy.

Next, Mr. Jones should have arranged with the bank so that all funds on deposit should be placed in a so-called joint account with his wife, an arrangement which any bank will make in five minutes without charge. If he had done this, then upon the death of either of them, all of the money would have belonged to the other.

In the same way, the house and lot should have stood in the name of Mr. and Mrs. Jones as joint tenants, not as tenants in common. Then, as in the case of the money in the bank, the house and lot would have belonged absolutely to the one who survived. To accomplish this result, Jones ought to have seen a lawyer,

who would have charged, in all likelihood, not to exceed \$10 and would have saved his wife many times that amount in lawyers' fees and other charges after his death.

But most of all, Jones should have made a will. By doing so, his widow might have avoided the Probate Court entirely, and at least he could have saved her the expense of a bond as administratrix and as guardian, and avoided entirely any guardianship proceedings for his children; but most of all, all of his property would have been made available for his wife, not only for her own use, but through her, for his children. Usually no one is better able to care for the children than the surviving mother. Almost any lawyer would have drawn a will for Jones, giving everything to his wife, for \$5 or \$10.

To repeat what we have already said, a rich man can afford to die without a will. He will have enough to care for his family after the lawyers' fees and other charges are paid. To a man having a small amount of property, a will is an absolute necessity, and should be made by every man on his wedding day, even if his property amounts to only the clothes he is carrying on his back.

The ordinary will is relatively a simple thing, but certain formalities must be attended to, in the way the law directs. Therefore, go to a lawyer, not a friend, a notary public, or a real estate agent. Hiring a lawyer is cheap insurance.

If, however, you will not go to a lawyer, then, in order to give your wife everything upon your death, the following form may be used:

I, John Jones, do hereby make my will as follows:

1. I revoke all other wills which I have made.

2. All of my property I give, devise and bequeath to my wife, Mary, as her absolute property forever (having full confidence that she will support all of our children.)

3. I hereby appoint my wife, Mary, executrix of my will, and direct that no surety be required upon her bond as such executrix, and I give to her full power to sell, mortgage, lease, or in any other manner to dispose of the same, or any part of my estate.

Dated at Chicago, Illinois, this first day of May, A. D. 1920.

JOHN JONES. (Seal)

Subscribed, sealed and declared by the said John Jones, the decedent above named, as and for his last will, in the presence of each of us, who, at his request and in his presence and in the presence of each other, have, at the same time subscribed our names as witnesses thereto, this first day of May, A. D. 1920.

JAMES SMITH,
6345 West End Ave.
JOHN SCHNEIDER,
6321 West End Ave.
JOHN THOMPSON,
6339 West End Ave.

After you have written out such a will, and before you sign it, call in three friends as witnesses, but be sure that they or their husbands or wives are not mentioned in the will.

Tell them that this paper is your will and that you want them to sign it as witnesses. Sign it yourself in their presence, write the

word "seal" after your name and then have all of them sign it as witnesses in your presence and in the presence of all of the other witnesses. The witnesses do not have to read the will or know what is in it. Your will is then made, and you have done all that you possibly can to make your property available to those you desire to have it after your death.

The situation stated as an example is not the only reason for making a will. Almost everybody wishes to dispose of his property to some selected person or persons. The law which takes effect if a person dies without a will, may designate the wrong persons.

If you become married after making a will, execute a new will, for marriage revokes all former wills.

Making a will does not hasten your death. Do it now.

When the Fourth Was Not Sane.

Before the advent of the safe and sane Fourth of July it was always agony to operate a car on this particular holiday. Our Brother Bill would invariably get off on this day and become a menace to the health and nervous system of each of us. His explosives, etc., would be prepared weeks in advance for the approach of the Glorious Fourth.

On the particular day in mind the writer firmly believes he was in league with the devil. He was operating between Thirty-sixth and Thirty-eighth and this section was a veritable inferno. Lights were jarred out of commission, and occasionally the floor of a grip-car was forced in from explosives placed on the track. No one had any control over his actions on the Fourth, he, seemingly, being absolutely immune.

In this respect the writer recalls an incident where he lost out. A young colored lad had a boot-black stand at Thirty-seventh street. He was sleeping luxuriantly and with great abandon. Bill placed a giant explosive under his chair and, after touching it off, stepped back to view the fun.

Alas, for Bill's expected pleasure. Our young friend snored on as gracefully and easily, after the smoke had cleared away, as he had before.

JAMES CALDER.

The New Tongue

First Girl (to her friend:) My dear, last night I met the most divine egg I have ever witnessed. He's the porcupine's quill, all of them. He has the biggest shoulders, they're too cute for anything and his nose and eyes are gorgeous, just gorgeous. Does he dance well? A regular St. Vitus, I mean to tell you. And not only that, my dear, he plays the saxophone like an angel out of heaven! He's the oil works, all right.—Life.

Somewhat Handicapped

"Sam, do you solemnly swear to tell the truth, the whole truth, and nothing but the truth?"

"Ah does, suh."

"Sam, what have you to say for yourself?"

"Well, Jedge, wif all dem limitations you have jes' put on me, Ah don't believe Ah has anything at all to say."

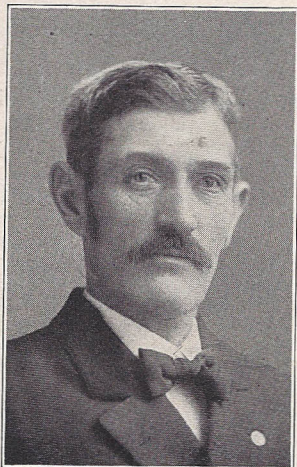
Obituary

CHRIST F. BETHKE

Born:—February 18th, 1854.

Died:—September 27th, 1924.

Christ F. Bethke entered the service of the West Chicago Street Railways Company on the 5th day of May, 1877, which later became the Chicago Union



C. H. Bethke

cars to electric cars was a well liked and loyal employe and always carried out his duties as instructed. He was only sick a short while prior to his death which came on the evening of September the 27th, 1924. He leaves a wife, Augusta Bethke, and two sons, Henry and George, to mourn his loss.

Traction Co., then the Chicago Railways Company and finished his service with the Chicago Surface Lines after having put in 47 years, 4 months and 22 days as a conductor. Bethke having worked through all winds and weather and from horse

Autos Take 17,000 Lives Annually

With hardly more than a passing thought, except by the loved ones left behind, 17,000 persons lost their lives last year through automobile accidents, points out "Touring Topics" in its last issue. During the present year this useless slaughter has continued unabatingly and until the public mind awakens to the magnitude of this needless loss of life and all agencies contribute their best thought and action to the subject this woeful sacrifice of life will not only continue, but will increase each succeeding year.

"Should any one of the thousands of cities of 17,000 population," the article states, "be obliterated suddenly by an earthquake, flood or tornado, the entire nation would be thrilled by a shock of horror. But the wiping out gradually of 17,000 lives through auto accidents causes comparatively little concern, except to the relatives and close friends of those fatally injured.

"What is the remedy? Law? The statute books are filled with laws! Ordinances? The

city councils pass them nearly every day. Penalties? They are too light and fail to check offenders. The Public? It is too busy making money. Automobiles clubs and safety organizations? They are bearing the brunt of the burden," and their efforts will be of little avail until the public mind halts, thinks and acts intelligently.

Electric Railway Patrons Increase Despite Auto

Despite the phenomenal growth of automobile registrations throughout the country in recent years figures of travel on electric railways of the country, compiled by the American Electric Railway Association, show that electric railways are becoming increasingly indispensable.

It is the concensus of opinion of well informed authorities that the peak of automobile registrations has nearly been reached and with increasing traffic congestion and difficulty of parking in downtown districts the next few years will show a decided increase in the volume of passengers handled by electric railways.

Passengers carried by electric railways by years are as follows:

1917	14,506,000,000
1918	14,243,000,000
1919	14,915,000,000
1920	15,540,000,000
1921	14,574,000,000
1922	15,337,600,000
1923	15,989,000,000

The remarkable feature of the comparison above is that the number of passengers has increased despite an increase of 8 million automobiles during the years noted.

High Finance

Old Wash White is a good example of financial foolishness. When Wash's boss got back to the Delta from the North one day, he found the old man driving a fine young mule hitched to a handsome wagon.

Now Wash was a notoriously shiftless customer, and so his boss said to him:

"Where did you get that splendid turnout, Washington?"

"Ah done boughten it at Magnolia, sah," said Wash.

"How much did it cost you?"

"Ah done give ma note fo' \$200 for it, sah."

"Good gracious," said the boss "where do you expect to get \$200 to meet your note when it falls due?"

Wash looked astonished and offended.

"Fo' de Lawd's sake, boss man," he said, "you sho'ly don't expect me ter give mah note an' pay, too?"

Ungrammatical but Exact

The Lady Remarketh—"Hobo, did you notice that pile of wood in the yard?"

"Yes'm I seen it."

"You should mind your grammar. You mean you saw it."

"No'm. You saw me see it, but you ain't seen me saw it."—The Christian Evangelist (St. Louis).

Preventing Power Waste

O. B. Peterson Leads Eighth Division for October

The high average motormen at the North Avenue Depot for the month of September in the order named are as follows, the same method being applied to determine the records as heretofore:

Line	Run No.	Name	Badge No.
Entire Division	173	O. B. Peterson	12043
Grand	173	O. B. Peterson	12043
Chicago	331	T. Linn	7483
Crawford	453	A. Waage	11057
Division Ext.	596	H. Groppe	3543
North	15	B. Hefferman	5429
State-Lake	372	F. Ensworth	9575
Cicero	563	A. Reinberger	10429
Laramie	581	G. Reichel	6571
Diversey	610	F. A. Walsh	9782
Extra Men		A. J. Olufs	247

The cold wintry days accompanied by occasional snow and sleet, bad rails, air freezing, and other interferences resulting in congestion are approaching. These natural interferences are bound to come and it follows logically that the power necessary to operate a car should increase.

In the warmer months of the year the power requirements are the lowest. As the cold days of Fall and Winter approach



O. B. PETERSON

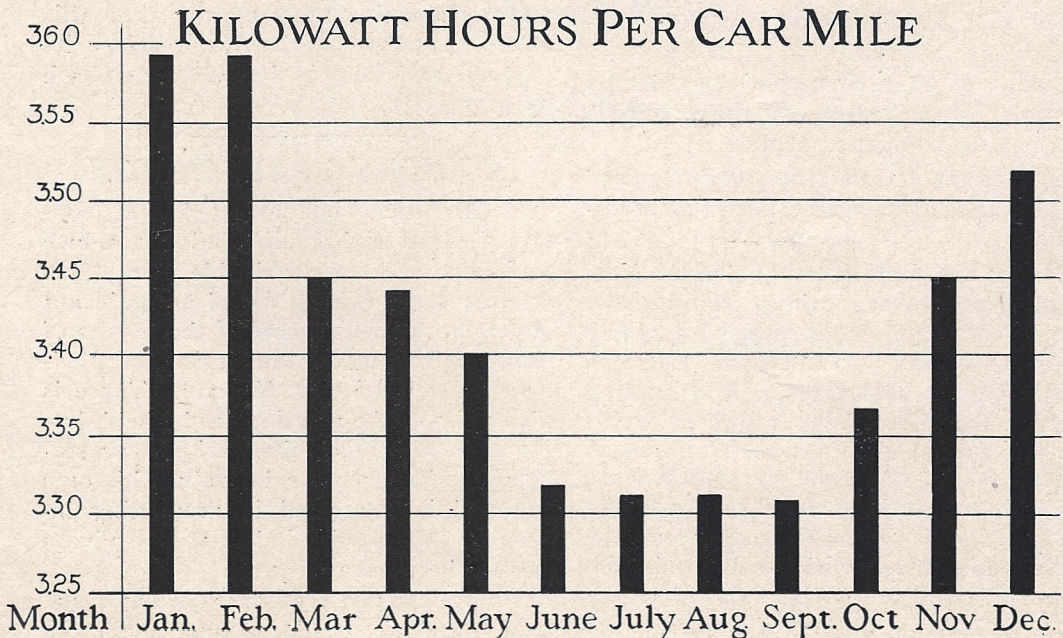
the demand will be greater as compared with that of the spring and summer months. Cold weather with its attendant disturbances naturally affects all car operation and transportation. It is therefore most important that all of the motormen apply the methods of good car operation through this period of the year in order that the business of Power Saving may be maintained second only to that of the safe operation and the selling of transportation in the railroad field.

The accompanying graphic chart will serve to illustrate the above statement as pertaining to the influence of the season's weather upon the power required to propel a car.

Taxes A Big Problem

"Taxes probably constitute the biggest single problem today in the industry for both city and interurban lines. Today the average tax rate of electric railways throughout the country is more than 7 per cent. It is as high as 10 per cent in some cities.

"The paving tax, a relic of horse car days, is one that the Federal Commission urged abolished, and it has been taken off many companies. When horses wore out pavements by walking between and outside rails, it became the practice to compel street railways to pave streets between their rails and two feet outside. Horses passed on, but the tax remains. The part of the paving which the horses formerly used and for which many companies still pay, is now used most frequently by automobiles. The cost of the paving still falls on car riders where it does not belong."



SURFACE SERVICE MAGAZINE

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231 South La Salle St.

CHICAGO

Volume 1 November, 1924 No. 8

John E. Wilkie - - - - - Editor
C. L. Altemus - - - - - Assistant Editor

PLAIN TALK FROM A FRIEND

The letters of complaint from Surface Lines patrons for the month of September included 109 in which discourtesy was charged against some employe of the company. Letters of this character constituted more than one quarter of the total complaint correspondence for the period, and demonstrate the fact that there are still a few of our associates who fail to appreciate the value of cultivating the friendship or at least the respect of those we serve. Courtesy costs absolutely nothing, and yet nothing has a higher purchasing power in the market of public favor. It is generally recognized that furnishing service is a merchandizing proposition and that as in any business of that character the friendly attitude of our customers, the public, is essential to complete success.

One of the letters from a good friend of our men asked these pertinent questions:

"What satisfaction can be derived from antagonizing those whose fares make continued employment possible? Why refuse to answer pleasantly the questions of passengers who may be in a strange part of the city? Why resort to 'bawling out' tactics when a transfer is not in order? Why, when the starting bell has been prematurely given and a passenger has narrowly escaped injury meet the passenger's protest with 'Well, you're on, aintcha?' Why, if the boys have a 'grouch,' take it out on the passenger?

I know hundreds of your men personally, and enjoy their friendship, and it makes me sore when I see them classed as roughnecks and hard-boiled eggs just because a handful of thoughtless or indifferent men won't take the trouble to treat your patrons decently."

There is food for thought in our friend's letter.

COMPANY NIGHTS

The fall and winter season opened Wednesday, October 15th, with a very interesting and successful program presented by the employes in the offices or the Secretary and Treasurer. The hall had a standing-room-only audience, and it is evident that the interest in these meetings is growing constantly. The next fixed date is November 19th, when the Electrical Department will let us in on some of the secrets connected with the harnessing of Nature's most mysterious and mighty force "electricity."

EVENSON

Superintendent Evenson won out in his fight with that tough old enemy of man—pneumonia—and is convalescing in the mountains of Colorado. He expects to return to active duty by the time this issue of SURFACE SERVICE reaches its readers, and he will be welcomed back by everybody.

ACCIDENT PREVENTION

It has been demonstrated that concerted effort rightly directed can reduce accidents and save valuable lives. On another page will be found a significant statement showing some of the results of the activities of our Supervisor of Accident Prevention, Mr. Noonan. There is also a list of the meetings to be held during this season at the various car stations, and everyone who values his own life and is interested in preventing injury to others will find it to his advantage to be present.

There is a phase of the accident situation in which the Department of Acci-

dent Investigation is particularly interested—witnesses. The companies can be saved many thousands of dollars if the rules relating to securing names and addresses of witnesses are carried out fully and intelligently. And it is the courteous trainman who finds it easiest to get the fullest co-operation of the public in these emergencies. Build up your list of friendly readers both for your own satisfaction and for the day when a feller needs a friend.

MUTUAL AID ASSOCIATION

Robert Marsden One of the Organizers Still A Director

Robert C. Marsden, of the South Shops, was one of the organizers of the Mutual Aid Association, in 1894, and he was one of the Committee of three who were selected to frame the By-Laws. The other members of the committee were George I. Nagle, General Superintendent, and H. M. Sills, Tinning department foreman. Mr. Marsden takes pride in the fact that he has missed only seven directors' monthly meetings during the thirty years, and three of these were caused by a trip to Europe in 1912. He recalls that five members died whose beneficiaries did not expect any money from the Mutual Aid, as they had thought the deceased had been dropped for non-payment of assessments. Marsden in the meantime had kept these assessments paid up, and the surprise was indeed great. In two of the cases, the widow did not have a cent for funeral expenses.

Following is the 30th annual report of the association for the year ending Sept. 30, 1924:

During the past year, 918 new members were admitted, 23 applications on file, 564 forfeited their membership for non-payment of dues and assessments and 89 died.

On Oct. 1, 1924, the membership of our Association was 6,156.

The cost per member per death was only 8.10 cents, the lowest since the existence of the Association.

The Officers and Directors of the Association wish to thank the management of the Chicago Surface Lines for the assistance shown them during the past year.

The average cost to each member, per death has been reduced from 50 cents in 1895 to the present low figure of less than 9 cents.

Financial Report

RECEIPTS

Balance on Hand Oct. 1,	
1923	\$2,295.72
Received Annual Dues.....	3,389.00
Interest	65.68
Internal Rev. Collector.....	258.67
	<hr/>
Received Assessments, 301 to	\$ 6,009.07
315	\$45,982.00
	<hr/>
	\$51,991.07

DISBURSEMENTS

Salaries, Rent, Stationery, Legal Services, Bonds, Refunds, Insurance, New Members	\$2,987.80
Printing and Postage.....	982.50
Dr. John Leeming.....	390.00
Internal Revenue Collector.....	125.00
	<hr/>
	\$4,485.30

Paid the following beneficiaries \$500 each:

F. Fish	J. G. Harper
T. W. Wardenski	H. W. Brownell
A. E. Holman	D. F. Bergan
M. Abt	D. D. Kilgallon
H. Jansen	F. K. Peterson
M. Casey	C. J. Kadlec
J. J. Henneberry	A. Domke
A. Archibald	S. Lathrop
D. H. O'Dea	J. E. Pembroke
A. J. Wait	M. Lonergan
W. Marbash	W. Ottaway
R. Booth	I. Strand
J. E. Barry	W. L. Dunlap
P. J. Coleman	C. J. Linn
J. H. Ryan	L. Lund
C. Barrett	F. L. Deamicke
J. A. Meeker	H. Hancken
P. McDonald	H. Pieritz
W. P. Whiteford	J. S. Connolly
A. Seehoffer	D. Burns
P. Naughton	M. Melcher
O. P. Talley	J. Hawden
W. D. Collins	L. Haynes
C. A. Sodergren	A. Muckel
H. Hack	J. H. Cusack
W. F. Conway	T. Hastie, Jr.
J. Mahoney	W. P. Moore
J. H. Nichols	M. Wagner
P. Maloney	R. Thompson
C. M. Schollian	G. A. Putz
F. Mallon	B. J. Ryan
P. H. Piper	R. Peletein
J. O'Neal	G. Elmer
E. Neilson	A. Ziegelmeier
C. Keating	M. McVerry
R. Barber	A. Richardson
J. H. Flynn	C. H. Potter
T. Healy	J. H. Winfield
S. Garrity	I. M. Skillman
H. J. Horn	G. H. Clay
A. Bielfus	J. Spence
W. Cannon	H. Workman
L. A. Barrett	W. H. Melvin
T. Duffy	P. M. Tracey
P. Hammerlund	

Eighty-nine at \$500.00 each.....	\$44,500.00
One at \$125.00.....	125.00

	<hr/>
Balance October 1, 1924.....	\$44,625.00
	<hr/>
	2,880.77
	<hr/>
	\$51,991.07

All Out!

Mary—"E's so romantic! Whenever 'e speaks to me 'e always starts, "Fair lady—"

Bert—"Oh, that's force of 'abit. 'E used to be a street car conductor.—Tit-Bits.

"I've never kissed a girl before," he said, removing the cigar from his vest pocket.

BUILT IT HIMSELF

Motorman Stephanco Sets a Record in Housebuilding

Motorman Stephanco of Armitage Depot has solved the high rent problem. Over a year ago, after having his rent raised, he determined



to take his small savings and buy a lot in a new subdivision just west of the city limits.

Picking the runs with the shortest hours he could get, he put in all his spare time, and occasional day off, with the above result. The first operation was the making of four hundred cement blocks. The entire interior finish, painting, cement work, brick work, sewer catch basin, roofing and almost all the carpenter work, is his handiwork.

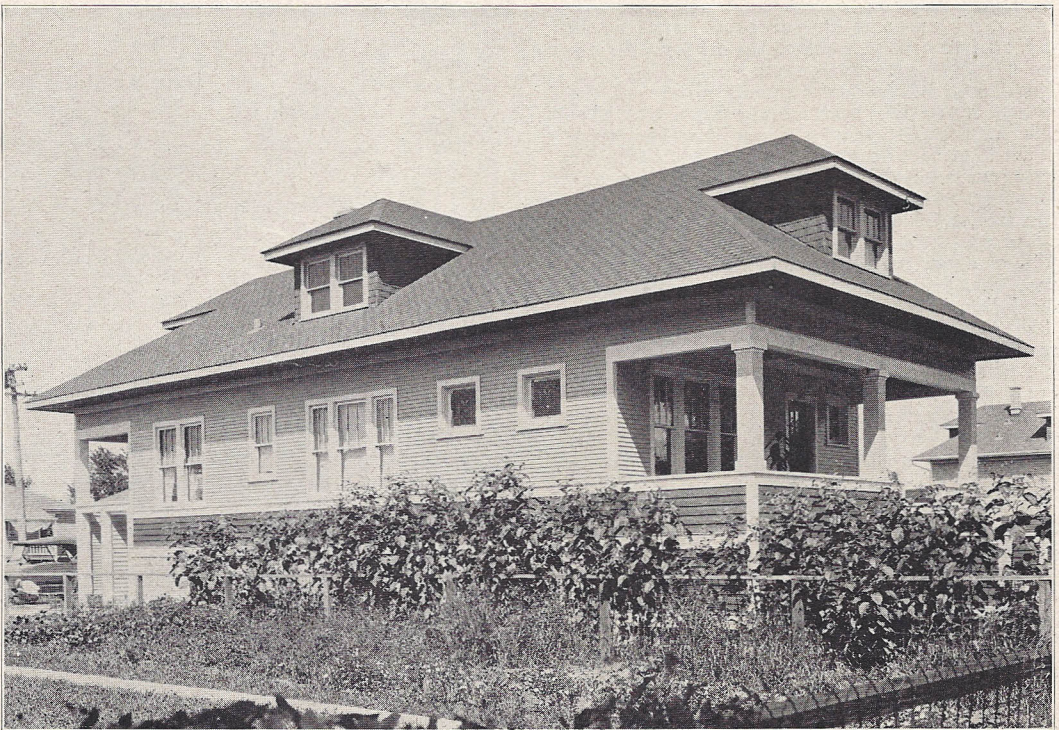
In this as well as any line of practical endeavor, there is no magic word that will turn the trick. Motorman Stephanco knew this and by way of preparation, took a three-months' course, during the mornings, at the Lewis Institute in cabinet work. The home cost him over \$5,800, and he would refuse \$8,000 for it.

Any trainman who is thinking of building can profit by this man's practical experience.

\$136 Spent for Each Person in the U. S.

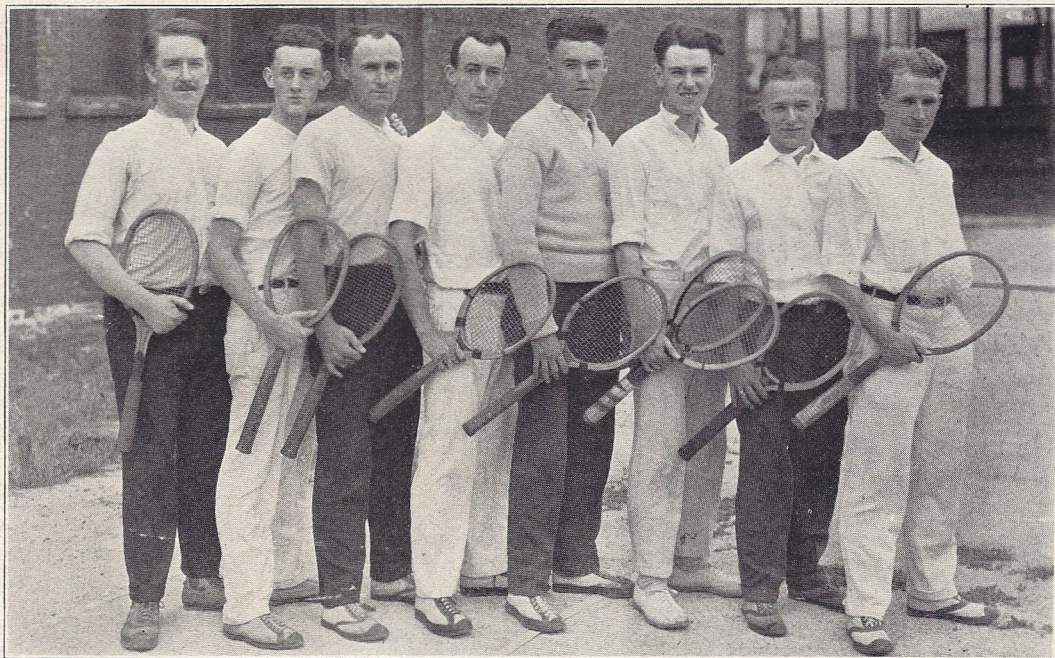
The dollars that have been expended by the utilities of the nation for the construction of their plants, lines and the purchase of supplies, are fifteen times the number of minutes since the birth of Christ. Fifteen billion dollars have been invested by the telephone, electric light and power, street transportation, and gas companies to provide the service the people today are enjoying. Roughly speaking, this means that \$136 has been spent for every man, woman and child in the United States. This is three times the amount of actual money outstanding in the country.

Someone said that a man is just as big as the smallest thing he has done.



The House That Stefan Built

SOME OF OUR TENNIS FANS



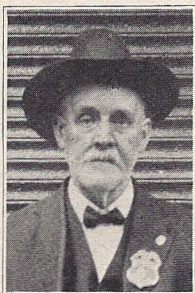
FROM RIGHT TO LEFT—H. ESSINGTON, E. F. CARMAN, M. J. PARE, L. A. HECKENDORF, WINNER OF 1924 SINGLES, J. G. NATTINGER, W. UMLANDT, E. HOSKINS, G. THORNTON

ANOTHER OLD TIMER

William Wiggins of Shops and Equipment Department

Motorman E. M. Dickens, who has been in continuous service on the front end of Chicago street cars for 51 years, made the illustrated sections of a number of local papers on his anniversary, April 11th.

While Mr. Dickens has the longest period of service in one position, he has a rival as a veteran in William Wiggins, of the Shops and Equipment Department, who has been continuously employed, though in varying capacities, since March 14, 1872. Bill Wiggins' first job was to drive a Horse Car on Madison street. At that time the highest car number was 79, and the end of the Madison street line was Western avenue. Subsequently he worked in the Shops, had charge of all Haycutters on the system for several years, repaired cars and trucks, and "through the years worked at most everything on cars." He was a Conductor on the Cable Cars for a while and ran a motor supply car for three years. He has been a watchman for some years, and is employed now at the West Shops. Mr.



WM. WIGGINS

in this capacity Wiggins' length

of service makes him the oldest employe in the Shops and Equipment Department, and the next oldest employe in the entire Chicago Surface Lines organization.

It is fitting that our new magazine should be used as a medium for conveying to Mr. Wiggins the congratulations of the company officials, his fellow employes and friends upon his record of long and loyal service.

In spite of his years, Mr. Wiggins is as active as many a younger man. Probably living in the North Woods during the first 26 years of his life has something to do with that. He was born near Toronto, Canada, May 27, 1846. Mrs. Wiggins is three months younger than Bill.

Cracklings

The hours I spend with thee, dear heart,
Are fraught with joy and bliss, although
At times I'd like to kick apart

My Radio, my Radio.

Each word a shriek, each song a blare,

But still I tune and tune in vain—

I listen in unto the end, and there

You screech again.

"B" batteries and ampliphone,

O tuning coil that makes me cross,

I wish that I could cure your static groan.

But you're a loss, sweetheart, a total loss.

—Paul J. Artale, in "The Chase."

A dairy maid milked the pensive goat,

And, pouting, paused to mutter

"I wish, you brute, you'd turn to milk,"

And the animal turned to butt her.

WIND-UP OF BALL SEASON

Presentation of Trophies to the Winning Team

The 1924 season of the Chicago Street Car Men's Base Ball League came to a close with the final meeting held October 9th at May and Malone's store, 37 South Wabash avenue.

William T. Evers, who has been president of the league for nine consecutive years, presented the P. J. Carr Cup to the Archer Team, championship winners of 1924. He also gave a general outline of what the league had accomplished this year. Mr. A. J. Neurauter, secretary, submitted a satisfactory report. Mr. A. T. Reiners, Treasurer, reported all bills paid and accounts balanced.

Reno Douglas, chief umpire, reported a very satisfactory season. He complimented the league for having less friction on the playing field, than in any previous year.

A. L. Krick, of May and Malone's store, presented two loving cups, one to the North Ave. team as winner of the North Division and a cup to the Archer team as winner of the South Division, also twelve Elgin watches to the champions.

C. L. Altemus, representing the Surface Service Magazine, read a telegram of congratulations to the Archer Team from John E. Wilkie, Assistant to the Vice-President of the Surface Lines, who was at the Atlantic City convention. Mr. Altemus, in closing his remarks sprung a pleasant surprise by presenting to the Archer team, twelve sterling silver medals from the management.



OXYGEN THE WONDER WORKER

An Instructive and Entertaining Demonstration of Oxy-Acetylene Processes.

Through the courtesy of the Air Reduction Sales Company of New York, an entertainment was given at the Club House on Wednesday evening, October 22nd which was largely attended by the engineers and practical men of the organization. Mr. Fred J. Maeurer of the Industrial Engineering Department of the Air Reduction Sales Company opened the program with a brief discussion of oxygen and its rapidly growing importance in industrial processes and activities and was followed by a 20-minute demonstration of the peculiar properties of liquid oxygen by Mr. L. W. Hughes. These experiments which included the freezing of mercury into the form of a hammer with which nails were driven, the instantaneous solidification of flowers, fruits, various sorts of food, rubber balls and other articles in temperatures of

400 degrees F. below zero, both entertained and amazed his audience.

There followed an absorbing and interesting 5-reel film taken by the United States Bureau of Mines illustrating the commercial production of oxygen and acetylene with remarkable reproduction of the actual use of the oxy-acetylene torch in welding and cutting operations. There was marvelous close-up views of the molten puddles of steel developed by the torch during welding operations and there was also a group of views covering the utilization of automatic machines in gear cutting operations which served to indicate the broader field of usefulness that is being developed by engineering research and inventive genius.

A vote of thanks was extended to Messrs. Maeurer and Hughes at the close of the program.

Chicago's "Great White Way"

Dedicated to Mr. Harry Rice, Pershing Hotel, 64th and Cottage Grove Ave., chief booster.

There is a most delightful spot
Where things are bright and gay
From 60th street to Marquette Road
Tis Chicago's great white way.

You can get anything you want,
Either eating, rest or play,
The hotels are modern up-to-date
Along the great white way.

The Washington park bank
Is a structure, come to stay,
It sure adds to the beauty
Of Chicago's great white way.

The dancing halls and movie shows
And Al's famous cabaret,
Are all decent and respectable
Along the great white way.

Notion stores, with latest styles,
From the month of June 'till May,
Men's wear in abundance
Along the great white way.

There are distinguished doctors,
And good dentists too, they say,
That keep the people healthy
Along the great white way.

Churches too of many kinds,
Where folks can go and pray,
Within short walking distance
Of the glorious white way.

Conductors reaching Sixty-Third
At all times, night or day,
Should call aloud to passengers,
Chicago's Great White Way.

R. J. O'Neil, Cottage Grove.

An Even Temperature

To the clerk who had just sold her a thermometer a woman said: "Would you be so kind as to set it at 65? That's what the doctor says I'm to keep the room at."—Boston Transcript.

CLUB SPARKS

Surface Lines Club

A. W. Malmquist.....President
1165 N. Clark St.

J. W. Hewitt.....Secretary
1165 N. Clark St.

Women's Auxiliary

Mildred Humes.....President
1479 Illinois Merchants Bank Bldg.

Francis Canny.....Secretary
1482 Illinois Merchants Bank Bldg.

Club House

1126 N. Dearborn Ave., near Maple St.

Open to Male Members and their guests daily from 11 A. M. to 11 P. M., except Thursday nights (Women's Auxiliary); Sundays, 12 to 6 P. M.

MR. EMIL SIGWALT

Club House Manager

Club Charges

Bowling.....15 cents per game
Billiards and Pool.....20 cents per hour
Towels5 cents each

WEAR THE CLUB BUTTON

Horseshoe Tournament

In spite of the fact that this was the Club's first attempt to run a horseshoe tournament, a dozen men showed up at the Club Courts and pitched shoes for the Club Championship on Saturday, October 11, 1924. It was a beautiful afternoon and all enjoyed themselves very much. We feel sure that the opportunities these little affairs create for real fellowship among our Club members make them well worth while. The single championship of the club was won by Roy Rodgers, of the Electrical Dept., with Lee Caar of the 78th St. M. & S. Dept. finishing second. Roy Rodgers paired with his brother Roland and also won the Double Championship with Alexander and Goldberg finishing second.

Parkway Bowling

The Club Bowling League at the Parkway Alleys is now well under way and we are sure that it will be one of our most successful years.

Smokeball Alex is off to a fine start and is almost sure to enjoy a most successful season, although he will have to step on the Gas to beat out Shorty Sigwalt of the Shops Dept. Team who is hitting them hard and sure this year.

Lefty Platt is also liable to put up a stiff battle for the leadership and if his bum foot holds out will be fighting hard for the lead.

Lucky Luke of the Accounting Dept. Team seems to have lost his Horseshoe for the time being, but says he will find it and show the field what luck can do.

Billy Schenck's slow ball wobbled the pins so much the other evening that they got dizzy and fell for a 213 game for Bill.

Parkway Bowling

Standing of Teams and Individuals as of October 23rd, 1924

Teams	Games		Per Ct.	High	Total	Aver.
	Won	Lost				
Engineering	14	4	.778	932	14805	822
Shops	10	8	.556	887	14213	790
Electrical	9	9	.500	918	14478	804
Accounting	8	10	.444	904	14156	786
Claim Treas.	8	10	.444	849	13879	771
Time Table	5	13	.278	812	13169	732

Individuals

Class A

Bowler & Team	Games	High	Total	Aver.
Alexander, Eng.	18	227	3332	185
Sigwalt, Shops	18	242	3228	179
Rubey, Shops	18	244	3146	175
Platt, Eng.	18	231	3059	170
Davis, Elec.	18	203	3058	170
Rogers, Elec.	18	190	3001	167
Fick, Acct.	15	224	2479	165
Luebkekmann, Acct.	18	216	2915	162
Neusel, Shops	18	202	2873	160

Class B

Bowler & Team	Games	High	Total	Aver.
Schroeder, Elec.	18	195	2885	160
Altamus, Claim-Tr.	18	200	2860	159
Hopke, Acct.	15	188	2381	159
Ambler, Eng.	18	206	2849	158
Boal, Time-Table	15	187	2359	157
Pfauss, Time-Table	18	192	2826	157
Schenck, Elec.	18	211	2750	153
Ryan, Claim-Treas.	18	214	2749	153
Reiter, Acct.	15	207	2290	153
Wilson, Acct.	15	222	2277	152
Lindstrom, Eng.	18	192	2686	149
Lee, Claim-Treas.	18	208	2679	149
Excell, Time-Table	15	186	2119	141
Wendt, Shops	15	169	2069	138
High Team Average	.....	Engineering	867%	
High Team Game	.....	Engineering	932	
High Individual Game Class A	.....	Rubey	244	
High Individual Aver. Cl. A	.....	Alexander	204%	
High Individual Game Class B	.....	Wilson	222	
High Individual Aver. Class B	.....	Boal	183%	

Coming Events

Nov. 29th Bridge Party. This is the first attempt of the Club at putting on a Bridge Party and all Bridge Players are kindly requested to reserve this date and help make it a success.

Dec. 6th Hard Times Party. Come on Girls and Boys put on your old Clothes and Rags and come out for a rip-snorting good time. The committee guarantees some surprises that will make this affair a Humdinger.

Dec. 13th Wrestling and Swimming Tournament. This is the first affair of this kind which has ever been attempted by the Club and we hope to have a large crowd of Girls and Boys out to see what the members of our Club can do. After the various events have been run off there will be dancing and eats.

Dec. 27th Christmas Party. Nuf said.

Jan. ????. ?????

Women's Auxiliary

Clubhouse open to Women's Auxiliary all day Thursdays

The Women's Auxiliary gave a "Hallowe'en Party" on Thursday evening, October 23rd, in charge of the Electrical, Purchasing, Secretary, Treasury, Schedules and Transportation Departments. Miss Frances Canny was Chairman, and with the assistance of a very able committee, carried out a delightful entertainment. Several interesting Hallowe'en games were played and beautiful prizes awarded to the winners. Coffee and doughnuts were served and capped the climax of a very enjoyable evening. The clubhouse and hall were beautifully decorated in symbols of Hallowe'en—soft lights creating a ghostlike atmosphere.

Swimming and Gymnasium Classes

Swimming and gymnasium classes for members of the Women's Auxiliary were started Thursday, October 9th, Miss Lorena J. Matthews, the efficient physical culture teacher of the Graeme Stewart School, having been engaged as instructor. The girls have turned out in large numbers but there is room for more in both classes. After gymnastic exercises, games are played and the girls enjoy themselves immensely. Gymnasium class Thursdays from 6:30 to 7:30 and swimming class from 7:30 to 8:30. Those who do not wish to enter the swimming class may enjoy a dip in the tank any time before 7:30. Requirements for gymnasium are middy, bloomers and gymnastic slippers. If you cannot swim come and learn.

Bowling

The annual bowling season opened Thursday, October 2nd with a banner attendance. The prize offered for the girl holding the lucky number of registration was won by Miss Emma Miller of the Auditing Department. Alleys are open from 5:30 to 9:30 with two pin boys on each shift. Come and compete for the prizes which the committee is offering from time to time and get ready for our tournament.

Just Thursdays

It has been very encouraging to the officers and members of the board of directors to note the large registrations on Thursdays other than our party night. The clubhouse is a beautiful and ideal place to congregate and the girls who do not wish to enter the various activities will find it a comfortable and cozy place to spend an evening. Come and bring your girl friends. You will find much pleasure in the new piano in the living room, where you will also find new sheet music and Victrola records, which are selected each month by the House Committee.

New Members

At our regular monthly meeting Thursday, October 23rd, the names of twelve new members were announced by the Chairman of the Membership Committee, Miss Clara Munkvold. The Auxiliary extends to them a hearty welcome and we hope that all of our girls will enroll promptly.

Announcements

(Put these down in your engagement book.)

November 15th a dance will be given by the Women's Auxiliary for its members and mem-

bers of the Surface Lines Club. Miss Betty Williamson is Chairman, so we can all look forward to a good time.

Thursday evening, November 20th, we will hold our regular monthly meeting (even tho' it is the night after the Electrical "Know Your Own Company" night). The program will be given by the Auditing Department and is in charge of Miss Josephine Dooley, Chairman. A "Surprise Party" is being planned which is sure to be enjoyed by all.

Thursday evening, December 18th, we will hold our regular monthly meeting, which will be followed by a program in charge of the Program Committee. Tho' near Christmas, we intend to make our Christmas Party one of the outstanding evenings of 1924.

The Annual Reception and Dance to the Surface Lines Club will be held in January, the date to be announced later.

MILDRED HUMES, President.

Departments and Divisions

Engineering

Our star bowlers, Messrs. Alexander and Schlachter, are leading the two leagues. We hope their finish will be as good as their start. Jonathan Wolfe, cross-word puzzle artist, challenges all comers. He recently won a prize in one of the newspaper contests.

Ed Witt, wreck wagon chauffeur, and his new Nash are getting along very nicely at 20 miles per.

Joseph Spence, an old timer in the stable department, died on September 16, 1924 after a long illness. Mr. Spence started to work at 2020 State Street as a teamster in 1883.

We are glad to report that Motorman "Al" Blake has returned to work after an illness of about 3 months.

Electrical

The department horse shoe team should be commended for the showing made in the recent club tournament. The work of the Rogers Brothers was especially noticeable.

C. E. Watson, the eminent radio expert, is busily engaged in the development of a new hook-up. Mr. Watson claims that as soon as he has mastered a few minor difficulties, his set will be ready for the market. The radio world can now set back in ease and comfort for soon the vexing problems of selectivity, clarity and sensibility will be things of the past.

We observe that Tim Gloghessy still smokes political cigars.

Material And Supplies

We wish to extend our sincere sympathy to Reinhardt Pohl in his bereavement over the loss of his mother.

D. J. Dillon is the proud father of a baby daughter born September 30th, 1924. Congratulations Danny.

E. Van Wiele and Robert Williams fell ignominiously before our young and coming stars

Fred Getz and young Joe Bumford last pay day in a bowling match. The youngsters took two out of three without a handicap.

It is rumored that Marion Micetic is going to join the Illinois National Guard. She has been spending considerable time around the 124th Artillery Armory giving the horses a workout.

It has been said that the way to a man's heart is through his stomach. Gene Kwasi-groch received a home made cake from a certain young lady.

Fred Nagel is a considerable expert on radio prices. Fred can tell you the price of any hook-up on the market.

Everyone was very glad to see J. Gillispie back at his desk after a long illness.

Marion Rogers is taking no chances on her head getting cold, but sleeping with one's hat on is apt to make a person bald.

Health hints: A. J. Stockley recommends the pungent stock yards air at 39th and Halsted street as a cure for all ills. He is going to suggest that the company install an open air sanitarium there.

Accounting Downtown

Mr. Lester Heckendorf won first prize, loving cup, in the singles also second prize, silver medal, in the doubles at the annual Club Tennis Tournament held Saturday and Sunday, Sept. 26-27. Congratulations Lester.

The big bowling match that had been pending for some time between Mr. Emil Cerven and Mr. Al. Knobbe was held Friday, Oct. 17th, at Bensinger bowling alleys. Mr. Cerven defeated Mr. Knobbe by the narrow margin of 2 pins. Score 80-78.

That "Own Your Own Home" bug is sure getting the boys, the latest buyer is Mr. C. W. Meyer. He has recently moved into his own bungalow in North Austin. This makes three this year, Mr. Ratner, Mr. Francouer and Mr. Meyer.

Miss Phyllis Meagher was taken suddenly ill Thursday, Oct. 16th. She returned to her home in Wisconsin to be with her parents.

Miss Jessie Warren enjoyed her vacation visiting in Pheonix, Arizona, Texas and Mexico.

Miss Linnea Carlson spent her vacation in Detroit during which time she visited in Canada.

Wm. Wilcox thinks Waukegan is a fairly good town, but not a pleasant place to stop in. "We wonder why."

Mr. Jurru R. Jurva, general clerk, resigned from his position Oct. 15th to take up the duties of his profession of Metaphysical Therapeutics in his father's sanitarium in Northern Minnesota.

Clark and Division

Messrs. Powers & Miller are playing a match for the pool championship of the north side. At the present time Powers is leading, but according to Miller this is due entirely to the smiles of Lady Luck.

We understand that Miss Olson is the proud

possessor of a diamond although as yet she has not worn it to work. We feel that Mr. Arthur Svenholm is to be congratulated on his good luck.

Lucky Luke and his lucky horseshoe failed to help the Cubs outluck the Sox. Hard luck, Luke.

Stout ladies wishing to reduce, ask Miss Ethel Swanson, how she managed to lose 8 pounds in one week.

We regret to hear that Miss Winholt is confined to her home account of illness.

Mr. J. Kruty, the champion traveler, returned from his vacation. This year's trip took him to the western coast where he visited various large cities. Mr. Kruty has now vacationed in all but 15 states and says that he will get these before many years pass. In addition to being a walking street guide of Chicago, he will also be a walking encyclopedia on points of interest in the U. S. A. and we claim to have the champion traveler in the company.

Harold Sprenger spent his time rehearsing some of the latest songs. Suggest you change your name to "Singer."

Arvis Grell put in two weeks of strenuous training for the coming basket ball season.

We were all very sorry to learn of the death of Mr. Curt Ohm, a former employee of this department. We all feel that we have lost a real true friend and extend the sympathy of the entire department to his bereaved wife.

Schedule and Time Table

Schedule making is proceeding at top speed. Constant attention is needed on all lines to keep the service given, fitted to the requirements. Change in seasons, in condition of employment, in school hours, and in working hours, are all continually modifying the number of passengers to be served at the various hours of the day.

This department is actively at work revising schedules to put the cars in the right place at the right time, and this is requiring considerable change in the number of runs on many lines.

Schedules being revised, at the present time, are as follows:

Lincoln, 47th, Belmont, Broadway, Harrison, Western, Taylor-Sedgwick-Sheffield, Robey, Clark-Wentworth, 93rd-95th, Cottage Grove, State.

Many others need adjustment with more cars going on some lines and less required on others, but the net result should be to have an increase for the system as a whole, in order that we may get a high standard of service.

We surely hope that business conditions will shortly improve to make this increase even greater than we are now planning.

Mr. E. J. McIlraith has returned from his trip east where he attended the AERA Convention at Atlantic City. He also visited Washington, D. C., Philadelphia, New York City and Detroit. He reported having a wonderful time and splendid weather.

Mr. Fred Excell is away on his vacation. This means that the vacation season is over for this year.

Miss Lulu McCormick says she enjoyed every

minute of her vacation, even though the weather man was not on his good behavior.

Mr. Frank Irvine has joined the great army of Suburbanites, having bought a new home at Wheaton, Ill. That is the only life, after one learns the tricks of catching the 7:44½ a. m., and the 5:15 p. m. trains.

Mr. Chas. J. Kreiner returned from his vacation, after enjoying an auto trip through parts of Illinois, including Starved Rock State Park.

Mr. H. B. Cammack spent his vacation at his old home in the Hoosier state, where all good poets come from. Yes, he came back alone.

Mr. W. H. Burkhardt, another vacationist, just returned. Reports having enjoyed his vacation at his old home, Peoria, Ill. We have heard of that town before.

Mr. Keith Bell visited at his home, in Detroit, during his vacation. Did not say whether he crossed over to Canada on his sojourn or not.

Shops and Equipment—North and West

Mr. W. C. Wheeler is back from a two weeks motor trip to his home town, Sedalia, Mo., where an enjoyable time was had visiting relatives and friends. Although the mud roads were in poor condition, the good Maxwell stood the test.

Miss Mildred Abel, daughter of Frank Abel, General Foreman of the Carpenter Shop, was married on October 25th to Walter Jahnke, conductor at North Avenue carhouse. Congratulations and best wishes for future happiness.

Mr. Jack Newton, foreman of the paint shop has returned from a two months trip to England. Unfortunately an otherwise splendid trip was marred by the illness of Mrs. Newton. However, the latest report is that Mrs. Newton is well on the way to recovery.

A little ray of sunshine in the form of a baby girl, brightened the home of Mr. and Mrs. Gilbertson on October 21st. Mr. Gilbertson is a repairman at Lincoln carhouse.

South Shops and Carhouses

It is with deep regret that we report the death of Albert Schindler, south shop watchman, who died on October 8, 1924. Mr. Schindler was in our employ for the past seven years. The sincere sympathy of the department is extended to his family.

The many friends of Joe Hecht are glad to hear of his appointment as foreman of the painting department. While we all regret that Mr. Winter found it necessary to resign, we are confident that his place will be well filled in the person of Mr. Hecht.

M. Staurides, Burnside, is the proud daddy of twins born on October 7, 1924. Congratulations.

Miss Aardema recently made a purchase of a set of silverware. We wonder why a single girl should be buying silverware?

C. Stobe of the printing department thinks that two can live just as cheaply as one, so he decided to get married. He was married on September 30, 1924 to Miss Theodora Sluis, the belle of Englewood. His many friends presented him with a beautiful floor lamp. We wish the newly wedded couple the best of luck and prosperity on their journey through life.

Radio is certainly becoming very popular with the office force. The most recent acquir-

ers of new sets are Mr. Dewitt and Miss Bresin. Mr. Page has had a set for some time, but only recently has he become interested enough to set it up. He tuned in on one station, but soon lost it, and spent the remainder of the evening in his endeavor to find it again.

Cottage Grove

Conductor P. W. Fitzell went to the hospital Saturday, Oct. 25, another of our old timers. Let's pay these fellows a visit once in awhile. A word of cheer is worth more than medicine.

Our chief clerk sold his Lizzie warranted to come home, even if she gets mud on her wheels.

Our chief janitor, the weather man, has not put on the red flannel shirt yet. No cold weather in sight.

Our combination clerk went into a restaurant with chief Foley. The chief ordered ham and eggs. The combination clerk ordered ham with eggs eliminated. The waiter went back to the cooks and gave the order as he received it. After awhile the waiter came back and said: "I am very sorry sir, but the cook dropped the eliminator this morning, is there any other way you would like your eggs".

These are the mornings that we will be bothered with bad rails. Dont forget to look at the old sand box and keep far enough back from your leader.

Victor Noonan will be around to the depot's with his talk on accident prevention. Let's all be on hand to hear him as his talks are worth more than any political talk we ever heard. Follow his advice and you can't go wrong. Vote for accident prevention (Straight Ticket).

At this writing three of our old guard are on the sick list. Jerry Cotter, game as a pebble, improving. Joe Apple and Pete Lee, holding their own. A brief visit from one of their old chums would be thoroughly appreciated. Cheering the sick brings wonderful results. A special effort on your part to fulfill this mission will bring no regrets. Try it lads, it's a wonderful experience. While we look for a better day to come let us see how good we can make today.

Paddy Waters was evidently in trouble, the trolley pole was pointing skyward at a dangerous angle. He was about ready to ascend, when an alert young conductor with a quiet modest dignity asked for the gangway. After regulating the pole to its proper normal condition, he passed to his own car. It was Michael Waters at your service. M. Gannon exclaimed, "The meeting of the Water." Both never uttered a word. Gannon said "I guess Still Waters run deep."

Mr. Cricks is now second in command at our depot. Everything seems to break with snap and vigor. Even Jerry Connors, that sage of the red flannel shirt, has noticed and commented favorably.

77th Street

77th street bowling league has been going on now for the past five weeks, the Cubs are leading the league by 7 games. 77th street Five men team challenges any five man team connected with the Surface Lines to a three, five or ten game match. Correspond with the chief clerk at this station, F. A. Knaus.

I wonder what makes Richter so inquisitive about the pins being nailed down to the alleys.

O. T. D. was seen around 63rd and Halsted looking in the City Furniture Company's window, how soon Duncan?

The last meeting of the club was greatly attended and resulted in Mr. O. T. Duncan being made President, W. W. Burke, Vice-president; F. A. Knaus, Secretary and W. J. McConnell, Treasurer. The officers appreciate the attendance and hope that at the next meeting we will have a greater one.

Ask Mr. Bessette what he did with his key to his spare tire.

On account of the former scribe forgetting to write articles for the magazine the clerk also overlooked the proud Papa's for the past few months. Watch us grow.

W. Sommer, clerk of this station has gone into Matrimonial game. Mr. Sommer can be seen around 70th and Green most any night.

Sixty-ninth

We now have 410 runs at this station, one hundred of which it takes to serve the people who ride that popular 63rd street.

Conductor E. J. Michaels broke his arm Oct. 11th, when he attempted to crank his Ford. We are sorry Henry Ford ever made such a mistake.

Several new arrivals have been heard of: E. J. Maloney reports a 10 lb. boy, D. P. Branigan, a boy, A. W. Buhring a boy, and E. Kammerer, a girl.

Conductor James Murray, was married, Sept. 10th, to Miss Grace Williamson, we are a little late with our congratulations, but they are none the less sincere.

Motorman Shortell is back on the job feeling better.

Conductor G. F. Keane, has been off sick.

Mr. Ed McGroaty died suddenly October, 14, after it was thought he was recovering from his operation. Our sympathy is extended to his wife and daughters.

We were very sorry to hear of the death of Motorman G. W. Kabon's Mother.

J. E. Lutton can not work this winter and is lingering with a serious illness. We are all with him in wishing that he gets well.

Motorman Richardson has moved to the farm, that is to 125th street and Oscar Pecht is trying to get all the boys to move to Roseland. Ask Oscar and he will give the town another boost. E. Erickson and Bill Theisen have squatters rights in Mt. Greenwood, Illinois and hope to stay. We wish them luck. C. Jepson is getting round shouldered bringing the boys samples of his farm products out at Fernwood, and Clerk Earl has hired a lot of bees to work for him.

F. J. Sommer, C. R. Gatlin, and F. Suma went mushroom hunting the other day, and were very tired next day from lugging an extra supply of bologna sandwich meat along with them.

We thank the depot master of the Western Indiana depot who has furnished "No Parking" signs in front of the 63rd street depot at a space of about 50 feet East of the old stop, and this is of much benefit to the car riding public in boarding and alighting cars in safety and convenience. Thanks is due the depot Master and to our own Transportation department, in their cooperation.

Revenge is sweet, so says Duffy who played

pool with Brown and beat him 50 to 6, when he found Brown's winning score in last month's magazine.

Another radio booster has been located in our midst. Mr. B. R. Connelly, Asst. Receiver, invited his neighbors in to hear Oakland. We are sorry to say they heard Oaklawn.

Archer Depot

Charlie Starr who came to Archer depot when the 22nd street line pulled in here and later transferred to Lawndale Depot when the 22nd street line went over there, has been off the job two years on October 20th. He is suffering from a nervous breakdown. Charlie was noted for his faithfulness in visiting the sick when he was well, and now that he is sick would enjoy a visit from any of his co-workers, at home 3331 South Hamlin avenue.

Mike Lewandowski has graduated out of the bachelor class. Good luck Mike.

Our baseball team brought home two more cups to add to our present collection of trophies. One for the championship of the South division of the Surface Lines league and one for the championship of the Surface Lines league. We certainly have reason to be proud of our baseball team.

We are very sorry to have to report the death of Gus. Drebenstadt, who died Oct. 21, 1924, just eight weeks after his wife died. This will come as a shock to his friends many of whom are here at Archer Depot.

Lawndale Depot

After a long severe illness, Motorman John Willis passed away on Sept. 16, 1924, at his home. He entered the service of the Chicago Surface Lines on April 24, 1896. The sympathy of the Lawndale Depot trainmen is extended to the family.

Death has again invaded our ranks and claimed one of our good Motormen, Ernest Pohlman, who was seriously injured, October 22nd while alighting from a West Towns Street car at Madison and Gunderson Ave., when he was struck by an auto truck which failed to stop for car discharging passengers. He died in the West Suburban Hospital, Oct. 23, 1924. The sympathy of the men at Lawndale Depot is extended to Motorman Pohlman's family and relatives. Boys take warning and look before alighting from cars.

Conductor Paul Buege lost his Father who died at his home, after having a paralytic stroke. He was born May 18, 1840, and died Oct. 12, 1924 at the wonderful old age of 84 years 5 months and 7 days, some of the boys acted as pallbearers. The sympathy of the Lawndale trainmen is extended Paul and his brothers and Sister.

Blue Island

Some more babies presented to proud daddies since the last issue as follows: To Motorman W. Vobruba a 9 pound girl on October 6th and to Conductor W. Krueger twin boys 6¼ and 7½ pounds respectively. Mothers and babes all well and daddies all smiles.

T. Hickey one of our popular conductors is spending a few weeks in Dublin, Ontario, Canada, where he is getting a line on the Street Car Business.

Andy Carlson received an invitation to see

"Apple Sauce" from the author of same who wrote the play after riding every day with Carlson on the 18th Street line and hearing from Carlson what he called Apple Sauce, and now Carlson accuses Starr of sending the invitation.

Shipper said he will never miss again as he sure did work on the Fish Line for the first time since he was an Extra, which is a good many years.

Hook Powers told Hoglund that he would not live in Cicero as the air is full of little bugs. Hoglund said the air is alright out there and that the only bugs they have are grasshoppers and they don't bother any one.

Conductor Mikulecky is undergoing an operation for appendicitis and we hope that he will be recovered by the time this issue comes out.

Wonder why Alex, our Janitor, is always smiling since he moved south.

Kedzie

Nick the motorman "caller" on days, has on his hands a burglar proof, rust proof, and paint proof automobile that he has been trying to sell for the past two months. For particulars see Supervisor Mangan who says it is a rattling good can I mean car. Any party interested will please see Nick for further particulars from the hours of 8:00 a.m. to 6:00 p.m. Say there, we suggest you see Warshousky.

J. Donahue just returned from a visit to the old sod, having spent 110 days over there. Informs us that they had very Democratic weather, raining every day he was there.

Lui Haussmann and F. W. Harte were called to the great beyond. Lui Haussmann had been ill for over a year of Brights disease and Frank Harte died very suddenly of Appendicitis. We mourn the passing of these men and extend our sympathy to their families in their bereavement.

The atmospheric conditions of the Loop must have been an appetizer to Jerry O'Keefe, motorman off of Madison Street for he was seen munching a sandwich during the busy evening rush hour.

Our selective quartette, the four H's, Holt, Hoy, Hinchley, and Huska have been doing their stuff, we got everything from "Annie Rooney" to "What will I Do!"

North Avenue

The ball season is over and tho we didnt win the city title, we were fairly successful and we are well pleased with our team which played hard ball. We were licked in the final and offer no alibi and hold no post-mortem. All credit and good wishes to the champions. On the other hand we do not wish to be classed as "good losers" as it is a noticeable fact that a "good loser" usually loses and our intentions for next year are far from such. We mean to win all the way.

Conductor Frank Lynch is in the Veteran's Hospital in Milwaukee. In a letter to Conductor R. Glascott he says that he expects to be there about six months and asks that some of the boys write to him. Address him—Frank Lynch, Ward 4, Annex I. D. V. S. Home, Milwaukee, Wisc. A few cheerful letters will help to while away the weary hours.

Conductor August Wilkie died Sunday, Oct. 19th. He had been in the hospital about five

months and seemed to be making progress towards recovery when the end came. "Augie" had seen 22 years service and was liked by all. We extend our sympathy to his family.

Conductor Patrick O'Shea has just returned from a trip to Ireland. The salt air evidently agreed with him for he is a few pounds heavier and full o' pep.

Conductor Thomas Quinn, second man on our seniority list returned to work after a long absence due to illness. Glad to see you back Tom.

Conductor N. Moran is back on the job after being laid up with a fractured ankle for three months, stepped out and got married. Congratulations to you and your lady fair, Nic.

Also Conductor A. Dietz became a benedict since our last issue. Many happy days Art. We will dance at your Golden Wedding.

Which reminds us that the baby honors seem to be all with the repair dept. this month. Night foreman Emil Kuefuss was called home suddenly at midnight, Oct. 14th, only to find that the stork had arrived ahead of him and left a baby daughter. Mother and infant doing well. Never mind the cigars Emil.

Baliff—Your Honor the jury on that Jones embezzlement case say they want to eat.

Judge—Want to eat? Why they have only deliberated two hours. Who is on that jury Mr. Clerk?

Clerk reading—W. Hinspater, Motorman Chicago Surface Lines, M. Bane, Motorman, Chicago Surface Lines, Leo. Kraft, Conductor, Chicago Surface Lines, Jack Ensworth, Mot—

Judge—That's enough Mr. Clerk. Bailiff ask those street car men if they ever worked on the snow sweepers or plows.

Bailiff returning—You guessed it right, Your Honor, they are first class snow men, keep things moving in winter time.

Judge—You might as well feed them Bailiff if we hope to get a verdict. When do we eat?

Let us observe what Lord Chesterfield said: "Despatch is the soul of business." If your name appears on the shortage or average list get it off at the first opportunity, but better still keep it off and accept the thanks of the receivers.

Complete Short Story.—The boss told him if he didn't stop going between cars to put the trolley on he was liable to be injured. They buried him the following Thursday.

Favorite sayings of more famous North Avenue men.

"Try that over on your piano"—Harold Seaton.

"How's business?"—Pete Peterson No 2.

"I didn't have any leader all day."—Every Conductor.

The reason Christ Helm picked a night-car is beginning to be apparent on his upper lip. Watch that "Imperial" develop.

Noble

The boys of Noble Depot wish to extend their heartfelt sympathy to Mrs. J. M. Mazur and family over the loss of J. M. Mazur (motorman) who was killed in an automobile accident, October 9th.

Supt. D. F. Van Antwerp spent part of his vacation in Detroit and enjoyed it very much.

With the exception of a few streets, Detroit is a very beautiful city. Although they have streets that if you drive on them, you will find yourself coming back to the same spot from where you started.

The boys of Noble are glad to see him back.

Limits

Conductor T. Moreity expects to lead a beautiful colleen by the name of Josephine O'Neill to the altar in the near future.

Division 12 has long been known for its efficiency and in keeping with that spirit on October 7th, at Halsted and Garfield, north-bound, an accident happened which might have developed into a serious delay, but Chas. Ritter, a conductor of one of the cars so ably and diplomatically assisted the extra man in obtaining witnesses and then calling up the Claim Dept. that he materially expedited matters. In fact, the boys are seriously considering recommending him as an assistant efficiency expert.

Through the courtesy of Capt. Lee your correspondent was a guest at the Club House on Oct. 15th, there witnessing "Finance, Facts and Follies", the play given by the Treasury Department.

The only regret is that the entire train service could not have seen this entertaining as well as instructive and educational production.

Bouquets for the Boys

Conductor Hughes, Lawndale (Since 1885)

October 1st, 1924.

Chicago Surface Lines,
Gentlemen:

I just want to say a word regarding the kindness shown us while riding on an Ogden Ave., car Sunday Sept. 28th about 11:45 A. M. by conductor No. 7480. He helped passengers on and off, held my little girl's hand until she got in and when we were getting off he took the child right up in his arms and reached her to me. All the time wearing a smile. His courtesy was so remarkable that my sister and I both said we had never met with the like before.

Very sincerely yours,

Mrs. Laura Lamont,
2249 S. Irving Avenue,
Chicago, Illinois.

Conductor John Glynn, North

October 1st, 1924.

Chicago Surface Lines,
Gentlemen:

About a month ago I was struck by an automobile while crossing the street at Eastwood Avenue and Sheridan Road near my home. Since then I am partially disabled, limp and find it hard to get up the car steps. I am writing this to tell you or whoever is interested in the information, that I have never received better, more courteous or considerate treatment than I have, ever since, from the conductors on the Broadway, Halsted and Chi-

cago Avenue Lines. I was almost lifted on and off. This morning I made it a point to notice the number of an especially helpful and courteous conductor. He almost made me think it was a favor for him to help me off. This was Conductor No. 3248 on car 1951, Chicago Avenue Line going west. Your men for the most part certainly set an example. I thank you and them through you.

Gratefully and cordially,
Miss M. Del Banco, Principal
Motley School.

Conductor Miller, Cottage Grove

October 10, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to call your attention to the fact that conductor 4300 showed extreme courtesy in helping the pupils of Hyde Park High School who ride south on the Stony Island Ave. car to get to school on time.

Sincerely,
Brant Bonner,
5470 Greenwood Ave,
Chicago.

Motorman Hanlon, 77th

October 12, 1924.

Chicago Surface Lines,
Gentlemen:

It is with pleasure I am writing you this letter commending the good service of your Motorman No. 11167 operating car No. 5257 on Halsted Street line.

I was a passenger on above car Sunday, September 28th, when this car stopped at Division Street to discharge an elderly lady passenger. This motorman opened the door for her and then got out on the ground and in a nice manner assisted her off car and protected her from oncoming automobiles.

He is a credit to your service.

Yours truly,
H. Browne, Commissary Agent,
Pennsylvania Railroad System,
Chicago, Illinois.

Conductor Curran, Devon

October 13, 1924.

Chicago Surface Lines,
Gentlemen:

We beg permission to mention the very courteous action toward an elderly gentleman, of Conductor No. 2074, Clark Street car on the evening of October 9th, 1924. Also, might mention the motorman's cooperation in same.

Thank you.

Roy E. Skaggs,
C. M. Fraser,
1509 West North Avenue,
Chicago, Illinois.

Conductor Simpson, Devon

October 14, 1924.

Chicago Surface Lines,
Gentlemen:

Especially worthy of commendation is motorman number 11645, operating an 81st and

Halsted Car, for presence of mind and exceptional cool-headedness.

Last night about nine o'clock, while riding on the front platform of his car, and in the vicinity of 35th and Wentworth Avenue a man half crazed from moonshine tried to board the car from the front entrance. "The other door, Jack," was the courteous comeback of the motorman. Still persisting to force the door open despite the protest of the motorman but with a fruitless result, he proceeded to the rear.

Rushing through the car like a madman to the front platform, he assailed the motorman threatening him and storming him with a volley of the vilest of oaths and names. A little to his right was another intoxicated man who was more or less a nuisance, questioning him with regard to what cars to take to reach his destination and staggering around the rail enclosure.

With his mind on his passengers and watching the traffic ahead of him, the motorman ignored the insulting remarks—remarks that would probably have resulted in serious injury to the offending orator, and conducted himself in a very creditable manner, displaying coolheadedness and presence of mind, even assisting the less quarrelsome one off the car.

Now, this man is a total stranger to me but I think he is well worth the little time and effort it requires for me to run off these lines although I am quite busy. It is such men as he that we can all be proud of.

Respectfully yours,

Stephen C. Ryan,
7921 Green Street,
Chicago, Illinois.

Conductor Weiss, Devon

October 16, 1924.

Chicago Surface Lines,

Gentlemen:

It gives me pleasure to write this letter of commendation about Conductor 8812 which shows only part of the appreciation.

Last night I got on this conductor's car (I think it was car No. 334) about 9 o'clock with my mother and having my arms loaded with bundles and not being able to get out exact change for the fare I handed the conductor what I thought was a one dollar bill. He took it and gave me back eighty-six cents and I took a seat. This happened at Broadway and Lawrence. At Clark Street or some where around there he came in the car and asked me if I wouldn't look and see what denomination of bill I gave him, I insisted it was a one dollar bill. He told me he had received only one bill at Broadway and it was a one dollar bill with a five dollar bill folded in with it. I looked into my purse and found that he was right. He returned it to me in a very courteous way and would not take a reward when I asked him to. Such honesty should not go unheeded, so that is why I take these means of thanking him, and hope he may be able to use my name for a letter of recommendation (as I told him) at some future date.

Yours truly,

Mrs. E. A. Shark,
2214 Powell Avenue.

Conductor Merk, Cottage Grove

October 17, 1924.

Chicago Surface Lines,

Gentlemen:

I consider it my duty to report to you the very helpful conduct of Conductor 13980 on the No. 1 car going north from 43rd and Cottage Grove at about 2:50 P. M. today. A woman on the car fainted, and the conductor treated her with most intelligent and kindest consideration. Both he and the woman are strangers to me. It would please me to have him know that not only I, but other passengers commented on his unusual helpfulness.

Very truly, M. Skaia,
4330 Drexel Blvd.

Conductor Cooney, Lincoln

October 21, 1924.

Chicago Surface Lines,

Gentlemen:

As a passenger on a No. 3 car going north, I was so greatly impressed by the unflinching courtesy, I was going to say the unusual courtesy of Conductor No. 5310 to all aged persons and mothers with small children that I felt impelled to forward my commendation of him to the management itself.

Sincerely yours,
Hough Scanlon,
Virginia Hotel, Apt. No. 34,
Chicago, Ill.

Conductor Luscombe, 77th

October 22, 1924.

Chicago Surface Lines,

Gentlemen:

I wish to send a note of commendation in behalf of your conductor No. 2624 on a State-Michigan car.

In five short blocks yesterday, he not only rendered me two distinct courtesies, giving me information as to directions and where the car stopped, but I saw him help two elderly ladies off the car in a most gentlemanly manner, and render an unusually courteous service to all who asked questions of him, including a gentleman who seemed to be a stranger in the city.

The time was so short that I did not have a chance to commend him personally, but want to do so through you.

Very sincerely yours,
Robert Cashman,
The Chicago Theo. Seminary,
5757 University Ave.,

Conductor Plikuhn, Archer

October 21, 1924.

Chicago Surface Lines,

Gentlemen:

I wish to commend employe No. 848 on Archer Avenue line. Last Friday afternoon as I was boarding the car eastbound a passenger was getting off who had a crippled child, a boy about eight years old, Number 848 lifted the child and carried him to the sidewalk for the mother, and did it so pleasantly that the poor little lad was wreathed in smiles.

Sincerely,
A. Katherine Stephens,
630 Gary Place,

Starter H. G. Carrick, 77th

October 19th, 1924.

Chicago Surface Lines,
Gentlemen:

On the morning of October 16th, about 9:05 A. M. I was traveling on your car northbound. An accident occurred at 71st Street and Halsted Street between the car I was on northbound and an Interurban car southbound and an automobile.

The auto was hit hard and jammed in between both cars crushing the back end of auto. Your starter at 71st Street should be given high commendation for his quick thinking and acting.

As soon as the wreck occurred he engaged another auto to drag the wrecked car out of the way and traffic was immediately resumed.

As a passenger and a continual rider on your cars I have never seen a better case of a street railway employe "Using his head" than your little starter exhibited. Instead of a long delay waiting for a wreck wagon he had us on our way with only a few minutes delay, and I hope this is brought to his attention so that both he and the company will see we are quick to acknowledge thoughtfulness on the part of your employes.

Yours sincerely,

A. Patron,
Momence, Illinois.

"Johnny on the Spot"

Before Assistant Division Superintendent McGann was promoted and assigned to Lincoln avenue he was a supervisor in the Twelfth Division. John Clark No. 2, the sweet singer of Devon station, put his thoughts about Mac during the earlier period, in rhyme thusly:

I fear no king upon a throne,
I fear no prince or czar,
I always stand and hold my own
I traveled wide and far,
But I trembled like a child in fear,
I was a helpless man,
When I saw that boy a'coming near—
Supervisor Will McGann.

He came to me with stately stride,
And asked, "What run have you?"
I tried my shaking limbs to hide,
And whispered "Sixty two."
He opened up his tally book—
How fierce he looked, I thought,
But he says, "Old Clarke, number two,
You're Johnny on the spot."

Age and the Young Idea

Old Jones' venerable auto had seen many moons but finally exhibited symptoms of playing completely out. Jones reckoned it might be needing a little overhauling and asked his local repairman what was needed. The mechanic inspected it carefully and then said: "Well you got a good windshield there. Let's jack it up and put a new car under it."

Not In Chicago

She—Bob told me he's driven his car 1110,000 miles this year.

He—Probably trying to find a place to park.
Life.

A Commendable Thought

This beautiful sentiment is submitted by Mr. C. Souders of Kedzie Station:

Do we let the burdening tomorrow crush the energy and strength out of today, so that its work is undone or only partially accomplished? Give your today a chance. Each season has its own duties and its joys; each day has its duty, its own smile, its own tear, its own heart throb and by the hands of another day or season this work cannot be done nor its beauty fulfilled. Give today only its own work to do, and evening will find you laughing over the beauty and faithfulness that smiles up to you from the well done duties and the eternal tomorrow will greet you with kisses of tenderness.

The Merchant Changed His Mind

A conservative retail merchant and a street railway official had several discussions about the parking of automobiles—the merchant being in favor of indiscriminate parking, and the street railway official against it. The street railway official convinced the merchant of his error when it was shown that one of the cars daily parked in front of his store belonged to a rival merchant who did not want to block up his own entrance. The incident is reported by the Electric Railway Journal, which asserts that the merchant is now a strong advocate of restricted parking.

Why Blame The Pig?

Wife—"John, tomorrow is our silver wedding. Why not kill the pig?"

John—"What's the use of murdering the poor pig for what happened twenty-five years ago?"

Why They Do It

An Englishman, recently explaining the British system of beginning telephone conversations by saying, "Are you there?" instead of the American "Hello," defends his style thus: "We ask, 'Are you there?' If you aren't, obviously there is no need for proceeding with the conversation."

Right Up To Date

"Oh, what a cute little dolly! Does she say 'mamma' when you squeeze her?"

"Naw! My dolly's a modern doll! When you squeeze her she says, 'Oh Boy!'"

Old lady to traffic officer at State and Adams: "Where will I get a car to Ashland and 47th?"

Officer: "Where you least expect it madam, unless you get off that track and stand in the safety zone."

Obliging Young Man

A young lady, afraid her dancing partner's perspiring hand would soil her new silk waist said:

"Would you please use your handkerchief?"

"Certainly," replied the young man. And he blew his nose.—Exchange.

Where's That Bank?

Wife (with first checking account): "Oh, John, the bank has sent me back all the checks I paid bills with last month, so I haven't spent anything!"

ELECTRICAL

Know Your Own Company

NIGHT

Wednesday, November 19th

At the

CLUB HOUSE



*Juice Cut in Promptly at
8 O'Clock*

